

TOWN & COUNTRY PLANNING DEPARTMENT

The 2nd September, 1981

No. 6679-10DP-81/14293-A.—In exercise of powers conferred by sub-section (4) of section 5 of Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963 and in modification of Haryana Government Notification No. 8872-VDP-70/6452, dated 27th November, 1970, published in Haryana Government Gazette, dated 22nd December, 1970 and Government of Haryana Notification No. 13271-VDP-71/195, dated 11th January, 1972, published in Haryana Government Gazette, dated 15th February, 1972, in respect of controlled area part A & B. The Governor of Haryana is pleased to publish the Draft Development Plan alongwith the restrictions and conditions proposed to be made applicable to the controlled areas in respect of part A, B, C & D (given in annexure A & B to the Development Plan) at Kurukshetra, approved under sub-section (3) of the said section for the information of all persons likely to be affected there by.

Notice is hereby given that the draft of the plan shall be taken into consideration by the Government on or after the expiry of thirty days from the date of publication of this notification in the official gazette together with any objection or suggestions which may be received by the Director, Town & Country Planning, Haryana, Sector-18, Chandigarh, from any person in writing in respect of such plan, before the expiry for the period so specified.

The relevant plans appended are :—

- (i) Kurukshetra Existing Land Use Controlled Area Part C, Drawing No. DTP(KK) 212/79.
- (ii) Kurukshetra Existing Land Use Controlled Area Part-D, Drawing No. DTP(KK)/239/80.
- (iii) Kurukshetra Draft Development Plan -2001 Controlled Area Part-A, B, C & D, Drawing No. DTP(KK)/253/81.

ANNEXURE-A

Explanatory Note on the Development Plan for Controlled Area Parts-A, B, C & D at Kurukshetra.

The Existing Town and Need for Planning :

The city of Kurukshetra is situated at 29°-58'-15" N. latitude and 76°-50'-00" E. longitude on the southern bank of river Saraswati. Kurukshetra was known earlier as Smantapanachake Tirtha; the Northern altar of Prajapati, where the Gods in ancient times performed great sacrifices. According to Vaman-Purana the land here was cultivated by the Sage King Kuru and hence it came to be known as Kurukshetra i.e. the field of Kuru.

During the 7th century A.D. Kurukshetra was known by the name Sthaneswar or Sthanvisvara probably after the Sthanu Tirtha which has been referred to in various Puranas. General Cunningham in his Archaeological Survey points out, the name Thanesar was originally Sthanewsar, derived either from Sthana or abode of Ishwar (or Mahadev) or from junction of the names as Sthana and Sara-Lak. Kurukshetra seems to have been a religious centre even before the immigration of Aryans into India as is evident from the worshipping of Takshaka the Pre-Aryan Serpent King or diety belonging to this region as referred to in the early literature of Atharveda and Sankhyana Grihya Sutra.

In ancient times Kurukshetra stood for geographical area studded with numerous places of religious importance, as is evident from Taittiriya Aranyaka and Mahabharata. Kurukshetra is described as Dharamkshetra or the land of righteousness in the opening verse of Bhagwat Gita and several passages in the existing text of Mahabharata refer to Kurukshetra as the greatest of all tirathas. In Mahabharata it is said, "Noimisha is the tirtha of the earth, Pushkara of the antariksha (the intermediate region or the space) and Kurukshetra the tirtha of the Trilokas (the three worlds)". Thus, ever since the ancient times Kurukshetra has remained a holy region and people retain the sacred names of holy places till today.

In the Maurayan period Kurukshetra formed part of the Magadhan empire. It was part of the Bactrian Greeks and the Kushans. During the Golden Age of the Guptas it continued to prosper and in the fifth century A.D. it served as a front line of defence against the Hunes. Kurukshetra had remained relatively calm, and art, religion and culture were at their zenith during the times of Harash Vardhana in 6th century A.D. Banabhatta, the court poet of Harashavardhana, has described Thanesar as a place of great wealth and religion resonant with Vedic hymns in his book Harashacharita. Maintaining its sanctity as a religious place over the ages Kurukshetra continues to be the venue of large-gatherings, Melas) at the time of Eclipses & other religious occasions when millions of people take a dip in its holy tank. While referring to the religious importance of the Kurukshetra Tank Abharuni has written. "The water of all the holy ponds visits this particular pond at the time of an eclipse. Therefore, if a man bathes in it, it is as if he had bathed in every one of them.

The frequent mention of Kurukshetra in ancient Hindu literature does not deprive the city of its secular character. In 1567, during this visit to Thanesar, Akbar is reported to have met Yogis and Sanyasis on the bank

of the Kurukshetra Lake. Jalal-ud-din Qutab, the renowned mystic, lived at Thanesar, and the Emperor Shah-Jahan stayed overnight to pay him homage. The Sikh Gurus also paid visits to this place and Gurdwaras commemorating their visits exist here.

Kurukshetra town, as it stands today is the district headquarter of the newly carved out district of Kurukshetra. It is strategically located only 5 Km. west of the G.T. road on Saharanpur-Pehowa-Guhla State Highway and is connected with the surrounding cities of Kaithal, Karnal, Ludhiana, Ambala and Pehowa by metalled roads. The town is located on the junction of main Delhi-Ambala Railway line and the Narwana Branch line.

The opening of several government offices, as a result of the town being elevated to the level of district headquarters in 1973, and the establishment of the Kurukshetra University and the Regional Engineering College some years back have boosted the otherwise slow pace of growth of Kurukshetra town. Therefore, in order to channelise this growth in a planned way, the Town and Country Planning Department has undertaken the preparation of the Development Plan and consequently declared a sizeable area as controlled area under section 4 of the Punjab Scheduled Roads and Controlled Areas Restrictions of Unregulated Development Act, 1963,—*vide* notification Nos. 530-VDP/483, dated 22nd January, 1969 for part-A & B, 674/TCP-73/6793, dated 5th March 1973 for part-C and 5419-2 TCP-80, dated 26th June, 1980 for part-'D'.

PLANNING AND PROPOSALS

Prospects And Limitations :

The old city of Kurukshetra or Thanesar is situated on a raised ground south of the river Saraswati which forms the northern and north-western physical barrier for its viable growth in that direction. Moreover, the land adjoining Saraswati river is liable to be flooded and hence unfit for extensive physical development. On South are located the famous temples and the sacred Brahm Sarovar and Sanhat Tank which attract pilgrims in large number from all over India. These tanks restrict the continuous growth of the town towards south and extensive physical development is not desirable south of them or around them because they are flooded with people on auspicious occasions and the physical development will interfere with the movement of people on such occasions.

The prospects of the expansion of the town toward the south-western side is blocked by the sprawling campuses of the Kurukshetra University and Regional Engineering College.

Therefore, the only physically possible and economically viable direction left for the expansion of the town is towards the eastern side and in fact the town has rapidly expanded in this direction during the last decade. However, the expansion of the town towards the eastern side too is not absolutely free from problems as it requires the crossing of the Narwana-Kurukshetra Railway line and the Delhi-Ambala Railway line which have been specially kept in view while designing the circulation pattern for the entire town.

Apart from the above-mentioned prospects and limitations, the topography and the hydrology (sweet underground water) of the town are conducive for extensive urban development.

Plan Perspective and Population—

The town has been planned upto the year 2001 A.D. which is a reasonably foreseeable future during which projections operate to a fair degree of accuracy and deviations, if any, could be effectively adjusted in the Development Plan.

As is clearly evident from the following table, the growth of rate of Kurukshetra town like that of any other small size settlement has been fairly erratic. Therefore, it is not possible to base the population estimates on the past trends alone.

POPULATION-KURUKSHETRA

Serial No.	Year	Population	Percentage decade Variations
1.	1901	5056	..
2.	1911	4719	—6.85
3.	1921	4223	—10.45

Serial No.	Year	Population	Percentage decade Variations
4.	1931	5032	19.07
5.	1941	6574	30.64
6.	1951	11273	71.48
7.	1961	16828	49.28
8.	1971	29555	75.63
9.	1981	49049	65.96
10.	1991*	66338	40.00
11.	2001*	96190	45.00

***Projected**

The decade 1941—51 showed high growth rate on account of the partition of India and Pakistan when thousands of people migrating from Pakistan opted to settle down at Kurukshetra. Similarly, the decades 1961—71 and 71—81 showed high growth rate due to the establishment and rapid expansion of Kurukshetra University and Regional Engineering College and the elevation of the town to District Headquarter level respectively. Once the population of the town is nearly 50,000 its growth is likely to slow down and show a normal trend during the next decade until it achieves a population of nearly 60,000 after which market mechanism accelerates the rate of growth.

Since, urban growth is intricately lined with the economic forces operating on a much larger area, which change with settlement size, the method of empirical verification is adopted, and a study of all the towns of Haryana falling within similar population range was conducted with the basic premise that there are no significant variables affecting only a part of the sample.

The growth rates of towns having similar population ranges showed a fair degree of consistency and therefore their average growth rates have been taken for the projection of population upto the plan perspective period of 2001 which is rounded off to 1 lakh keeping in view unforeseen growth.

Apart from the role of Kurukshetra as a place of religious, educational and administrative importance, it is gradually emerging as a potential commercial centre being the node of the rice bowl of Haryana. The following table illustrates the point that the number and percentage of workers employed in commerce has significantly increased along with the corresponding increase in construction, transport & storage, while the percentage of actual cultivators have decreased with the increase in farm labourers.

OCCUPATIONAL STRUCTURE - KURUKSHETRA

Serial No.	Occupation	1961		1971	
		Workers	Percentage to total workers	Workers	Percentage to total workers
1.	Cultivators	411	8.18	449	5.93
2.	Agricultural Labourers	81	1.61	354	4.68
3.	Mining, Quarrying, Livestock, Forestry, Fishing, Hunting, Plantation, Orchards and allied activities	30	0.60	41	0.54
4.	Household Industry	181	3.60	129	1.71
5.	Other than Household Industries	644	12.84	728	9.62
6.	Construction	277	5.53	493	6.51

Serial No.	Occupation	1971		1961	
		Workers	Percentage to total workers	Workers	Percentage to total workers
7.	Trade and Commerce	1,165	23.07	1,850	24.35
8.	Transport, Storage, Communication	369	7.35	731	9.67
9.	Other services	1,865	37.33	2,794	36.98
	Total	5,023	100%	7,569	100%

Land Uses—

The town has been planned in pragmatic and co-ordinated manner so as to cause minimum alterations to the existing urban pattern. Wherever possible, the existing land uses have been accommodated and the future trends of growth have been fully taken into consideration. The land use proposals are so arranged to take into account the compatibility and needs of various land uses. The circulation pattern is so planned as to maximise the interaction between various land uses and facilitate easy movement of goods and people.

Keeping in view the natural trend of growth, the town is proposed to expand towards the east and the majority of future urban development is proposed to take place in between the Delhi-Ambala Railway Line and the G.T. Road.

The future expansion of the town towards east of G.T. road is not desirable because of the heavy through traffic playing on the G. T. Road which would cut through the urban structure if the town is expanded in that direction.

The existing town and the proposed urbanisation plan has been divided into several sectors for convenience of detailing and reference. The salient features of major land uses and their characteristics have been explained below :—

PROPOSED LAND USE -2001

(in hectares)

Serial No.	Land use	Within M.C. Limits	Within Controlled Area	Total
1.	Residential	489.82	511.73	1001.55
2.	Commercial	267.85	86.90	354.75
3.	Industrial	..	286.20	286.20
4.	Transport and Communication	221.40	329.90	551.30
5.	Public Utilities	11.65	23.15	34.80
6.	Public and Semi Public Uses	307.16	235.19	542.35
7.	Open spaces	244.91	273.96	518.87
	Total	1,542.79	1,747.03	3,289.82

Note.—The portion of Controlled Area falling within M.C. Limits, Thanesar has been included in the area of M.C. Limits.

Residential.—

The residential areas are vital component of urban structure whose planning is intricately linked with other land uses. Like all the organically grown small size towns the old town of Kurukshetra is densely populated which is duly rationalised in the development plan. Most of the residential areas within the municipal limits are covered by Town Planning Schemes and the urban development is regulated through them.

The new development is proposed to take place in the form of residential sectors on the principles of neighbourhood planning. Each of the residential sectors is to have its own nursery and primary schools/primary health centre, shopping centre, etc., so as to cater to the daily needs of the sectors population. Keeping in view the changing living habits of people, requiring larger living space gross density of approximately 105 persons per hectare is adopted. The gross density of individual sectors however goes on decreasing with the development of each subsequent sector as indicated on the development plan.

Commercial—

The commercial activity of the town is not subservient to the local population alone but it also caters to the needs of the rural population which comes within its zone of influence. It was also pointed out earlier the town being the mode of the rice bowl of Haryana is rapidly growing as a commercial centre thereby demanding more commercial space.

The existing wholesale grain and vegetable markets and godowns are located in congested parts of the town which are eventually proposed to be shifted to the sites earmarked for them on the Salarpur road south of Khand Nandi (Chautang Nala). This site is not only located on the southern ring road but is also close to the Delhi-Ambala Railway Line. A deliberate attempt is made to keep this wholesale trade west of the Delhi-Ambala Railway Line because of the flow of grains and vegetable from that direction and the existing functioning of a mandi at Pipli. The retail trade and other commercial activity is proposed to run through the heart of the town in conformity with the other land use proposals. A subcity centre is proposed in Sector -17 which is quite close to the existing town. A strip of commercial activity is provided east of G.T. Road to cater to the transit traffic. The main city centre is proposed in Sector-10 which is central to the new development. Keeping in view the economic development of the town and surrounding areas leading to increase in the purchasing power of the people total area of 354.75 hectares have been earmarked for commercial activity.

Industrial—

286.20 hectares of land have been earmarked for industrial use keeping in view the prospects of industrial development, ease of movement of goods and the environmental/ ecological considerations. The industrial areas are located on the G.T. road and railway line at the end of the town and separated from the Motel at Pipli and the residential sector by green belts.

Transport and Communication—

Like all the other organically grown small size towns the present net work of the town is an informal one and far from being satisfactory. The Delhi-Ambala Railway Line and Kurukshetra-Narwana Railway line hinder the easy flow of goods and people. The Saharanpur-Gurgaon Highway passes through the heart of the town which is not desirable.

In order to stop the through traffic from disturbing the urban structure two ring roads have been proposed on the north and south of the town. The northern ring road (N.R.R.) takes off from the State highway and mostly runs all along the Saraswati Nadi. In some points it crosses the Saraswati Nadi which is proposed to be channelised along it as it would be less expensive than the construction of over bridges. The existing under pass at Delhi-Ambala Railway line is proposed to be profitably used for crossing the railway line.

The southern ring road (S.R.R.) is proposed south of the Chautang Nala (which is channelised along the M-3 road as it is virtually non-existent and has lost its identity on account of the development of Brahm Sarovar). The S.R.R. is proposed to cross the railway line by level crossings and as such the level crossing opposite Kurukshetra University III Gate on Kurukshetra-Narwana railway line is proposed to be shifted as it would not have any importance.

As the town will expand west of the Delhi-Ambala railway line the existing railway station will need an additional opening on this side. Therefore, a sizable area has been reserved to cater to parking and other requirements of the vehicular traffic.

Two transportation centres on modern lines are proposed to be developed on the intersection of the G.T. Road with the Saharanpur-Gurgaon road opposite Pipli; and on the S.R.R. road when it meets the G.T. road. Such centres shall have adequate parking loading and unloading space for vehicles, repair shops, storage godowns, booking agencies, etc.

Keeping in view the noise level of traffic and future expansion of road and railway lines, suitable belts have been reserved as communication zone and green belts. For instance, a green belt of 15 meters with is reserved along the sectoral road M. 3 (30 M) for its future expansion to an M I (45 M) road as the town expands towards the south in the next phase of planning when it would become the main artery of the town.

As is evident from the development plan the circulation system is planned in a heirarchical manner with the lowest of the hierarchy dividing the various sectors. The circulation details of the sectoral plans shall be still lower in hierarchy and vehicular pedestrian traffic separation will be achieved for easy and comfortable movement.

Although the through traffic can be effectively diverted on the Northern and Southern ring roads but the heavy track utilization of the Delhi-Ambala Railway line near the town sub-centre warrants the construction of an over-bridge on the railway line for easy flow of intra city traffic. The urgency of the over bridge can be judged from the fact that the Delhi-Ambala railway line is being doubled to cater to the heavy track load. Moreover, the Narwana-Kurukshetra railway line meets the main line before the road crossing and the existing railway siding is also located before it.

Public Utilities :

The public utilities form the integral part of sector planning. Each sector is to have adequate water supply facilities and adequate arrangements for the disposal of waste. The space under existing electric power installations is enough to cater to the additional power requirements. A total of 34.80 hectares have been earmarked for public utilities.

Public and Semi-Public Uses.

At present most of the government offices are scattered all over the town which hinder inter-departmental communication and cause inconvenience to the public. Therefore, 42.35 hectares of land has been earmarked for the public and semi public uses, which includes the area of the Kurukshetra University and Engineering College. The government offices and district courts are located next to the commercial centre. The Police lines and the district jails have been located next to each other seeing their compatibility. They are located on the State High way and in proximity of the administrative complex to facilitate easy movement.

The existing areas and location of the Kurukshetra University and Regional Engineering College have been retained and sizable area has been reserved for religious and other institutions on the N.R.R. apart from those round the Brahm Sarowar and Sanchat Tanks. A sizable area has been reserved abutting the N.R.R. in view of the existing Maqbara of Sheikh Chahili, Sthanewar Temple and the archiologically important mound of Harsh Verdhan. Public and Semi-Public areas have been proposed in sectors, 9, 8 and 4 to take care of future needs.

Open Spaces:

Open spaces form the lungs of the town and are also used as buffers separating the non-compatible land uses 518.87 hectares of land have been reserved for this purpose. A mela ground is proposed near the Brahm-Srowar and the Sanchat tank, which is proposed to be developed as a recreational park and camping ground for the pilgrims. The industrial area is separated from the residential area by green belts. Similarly green belt is also provided along the railway line and roads to act as a buffer to adjoining land uses and as reservation for future expansion approximately 3.5 hectares of land have been earmarked and for stadium adjoining the Sanchat tank which can even be used as camping ground for the pilgrims during the mela days. A regional recreational park and a 50 Acres of Town Park are proposed south of the Saraswati Nadi and in Sector 8, respectively. Apart from the above mentioned individual sectors shall have their own open spaces/parks and play grounds to cater to the local needs.

Agricultural:

A sizable area has been reserved as agricultural zone, which is proposed to serve as an open country side for the town as a whole. The agricultural zone along Saraswati River is proposed to be developed in the form of forests and nurseries centre and orchards, etc. The agricultural zone is proposed to be kept relatively free from extensive physical development as it would be needed for the future expansion of the town.

Zoning Regulations:

The legal sanctity to the proposals regarding land use within controlled area is being given effect to by a set of Zoning regulations which form part of the Development Plan. These Regulations will govern the change of land use standards of Development. They also detail out allied and ancillary uses and stipulated that all development and change of land use shall be in accordance with the details shown in the sector plans for each sector to guide the development and enforce proper control.

ANNEXURE 'B'

ZONING REGULATIONS

Governing use and development of land in the Kurukshetra controlled area part A, E, C, and D shown in the Drawing No. DTP(KK) 253/81.

(I) General:

(i) These Zoning Regulations forming part of the Development Plan for the controlled area shall be called zoning regulations of the Development Plan for Kurukshetra Controlled Area Part A, B, C, and D.

(ii) The requirements of these Regulations shall extend to the whole of the area covered by the Development Plan and shall be in addition to the requirement of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963 and the rules framed there under:—

(II) Definitions:

In these regulations:—

- (a) 'Approved' means approved under the rules.
- (b) 'Building rules' means rules contained in part VII of the Rules.
- (c) 'Drawing' means drawing No. DTP(KK) 253/81.
- (d) 'Floor Area Ratio' (FAR) means the ratio, expressed in percentage between the total floor area of a building on all floors and total area of the site.
- (e) 'Group Housing' means housing in blocks without division into streets and independent plots with necessary open spaces and sites for community facilities.
- (f) 'Light Industry' means industry having a total investment of less than 10 lakhs but not likely to cause injurious or obnoxious noise, smoke, gas, fumes, odours, dust, effluent, etc. and any other nuisance to an excessive degree and motivated by electric power and other means except solid fuel.
- (g) 'Medium Industry' means an industry having a total fixed capital investment of more than 10 lakhs but less than 1 crore and not likely to cause injurious or obnoxious noise, gas, fumes, odours, dust effluent, etc.
- (h) 'Heavy Industry' means an industry having a total fixed capital investment of more than one crore and not likely to cause injurious or obnoxious, noise, gas, fumes, odours, dust, effluent, etc.
- (i) 'Local Service Industry' means an industry, the manufacture and product of which is generally consumed within the local area for example bakeries, ice cream, aerated water, atta chakkies with powers, laundry, drycleaning and dyeing repair and service of automobile scooters and cycles, repair of household utensils, shoes making and repairing fuel deposits etc.
- (j) 'Obnoxious or Hazardous Industry' means an industry set up with the permission of the Government and highly capital intensive associated with such features as excessive smoke, noise, vibration, stench unpleasant or injurious fumes, effluent, explosive, inflammable materials, etc. and other hazards to the health and safety of the community.
- (k) 'Material date' means 4th February, 1969 with respect to controlled area part A and B, 20th, March, 1973 with respect to controlled area Part C and D, 29th July, 1980 for part 'D' notified under section 4 of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963,—vide Haryana Government notification No. 530-VDP-69/483, dated 22nd January, 1969 for controlled Area Part A and B, No. 674-2TCP-73/6793, dated 5th March, 1973 for controlled area Part C and No. 5419-2TCP-80, dated 26th June, 1980 for part 'D'.
- (l) 'Non Conforming Use' in respect of any land or building in a controlled area means the existing use of such land or buildings which is contrary to the major land use specified for the part of the area in the development Plan.
- (m) 'Public Utility Building' means any building required for running of public utility service such as water supply, drainage, electricity, post and telegraphs, transport and for any other Municipal Service including a fire station.

(n) 'Rules' means the Punjab Scheduled Roads and Controlled Area Restrictions of Unregulated Development Rules, 1965.

(o) 'Sector Density' and 'Colony Density' shall mean the number of persons per hect. in sector area or colony area as the case may be.

Explanation (i) In this definition the 'Sector Area' or 'Colony Area' shall mean the area of the sector or of colony, as bounded within major road system shown on the drawing in the case of sector and on the approved layout plan of the colony in the case of colony excluding the area unfit for building development within the sector or colony as the case may be.

(ii) For the purpose of calculating the sector density or colony density it shall be assumed that 50 persons of the sector area or colony area will be available for residential use and that every building plot shall on the average contain two dwelling units each with a population of 4.5 persons per dwelling unit or 9 persons per building plot.

In the case of shop-cum-residential plot, only one dwelling unit shall be assumed.

(p) The terms 'Act', 'Colony', 'Coloniser', 'Development Plan', shall have the same meaning as assigned to in the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Rules, 1963; and

(q) In the case of doubt any other term shall have the same meaning as to it in the Punjab Scheduled Roads and Controlled Areas Restrictions of Un-regulated Development Act, 1963.

(III.) Major Land Uses/Zones:

For purpose of these regulations the various parts of the controlled area indicated on the drawing shall be reserved for the following major land uses and to be designated as such:—

Main Code:

- (i) 100 Residential Zone
- (ii) 200 Commercial Zone
- (iii) 300 Industrial Zone
- (iv) 400 Transport and Communication Zone.
- (v) 500 Public Utilities Zone.
- (vi) 600 Public and Semi-Public Uses Zone.
- (vii) 700 Open Spaces.
- (viii) 800 Agricultural Zone.

(IV) Division into Sectors:

Major land uses mentioned at serial Nos. (i) to (iii), (vi) and (vii) in regulations III above which are land uses for development and building purposes, have been divided into sector as shown in the drawing by sector boundaries.

(V) Detailed land uses within Major uses.

Main, ancillary and allied uses which, subject to other requirements of these Regulations and of the rules, may be permitted in the respective major land use zones are listed in appendix 'A' sub-joined to these Regulations.

(VI) Sectors not ripe for Development:

Notwithstanding the reservation of various sectors for respective land use for building purpose the Director may not permit any change in the use or allow construction of building thereon from consideration of compact and economical development of the controlled area or till such time as a availability of water supply, drainage arrangements and other facilities for these sectors are ensured to his satisfaction.

(VII) Sectors to be developed exclusively through Government enterprise:

(i) Change of land use and development in sectors which are meant for commercial and semi-public use shall be taken only and exclusively through the Government or a Government undertaking or a public authority

approved by the Government in this behalf and no permission shall be given for development to any private coloniser, company or person.

(ii) Notwithstanding the provisions of clause (i) above, the Government may reserve at any time any other sector for Development exclusively by it or by the agencies mentioned above.

(VIII) Land Reservation for Major Roads:

(i) The width and land reservation of the roads indicated on the drawing shall be as follows:—

M-I (a)-Existing width, M1(b)-Existing width or 30 M whichever is greater.

M-I-45M., M2-60M., M-3-30M., MV-12M.

(ii) Width and alignment or other roads shall be as per sector plan or as per approved layout plans of colonies,

(IX) Development to conform to Sector Plan and Zoning Plan:

Except as provided in regulation, no land within a major land use shall be allowed to be used and developed for building purposes unless the proposed use and development is according to the details indicated in the sector and zoning plans and or the approved layout plan of the colony in which the land is situated.

(X) Industrial Non-conforming uses:

With regard to the existing industries in zones other than industrial zone in the development plan, such industrial non-conforming uses may be allowed to continue for a fixed period to be determined by the Director but not exceeding 10 years, provided that the owner of the industry concerned:—

(a) Undertakes to pay to the Director, as determined by him the proportionate charges towards the external development of site as and when called upon by the Director to do so in this behalf, and

(b) During the interim period, makes satisfactory arrangement for the discharge of affluent the satisfaction of the Director.

(c) Does not undertake future expansion within the area of the non-conforming use.

(XI) Discontinuance of non-conforming use:

(i) If a non-conforming use of land has remained discontinued continuously for a period of two or more years it shall be deemed to have been terminated and the land shall be allowed to be reused or redeveloped only according to the conforming use.

(ii) If a non-conforming use building is damaged to the extent of 50 percent or more of its reproduction value by fire, floods, explosion, earthquake, warriots or any other natural calamity it shall be allowed to be redeveloped only for conforming use.

(iii) After lapse of the period fixed under clause X the land shall be allowed to be redeveloped only for conforming use.

(XII) Density size and Distribution of Plots:

(i) Every residential sector shall be developed to the sector density prescribed for it, subject to a maximum of 20 per cent variation allowed on either side of the prescribed sector density.

(ii) In the case of a residential colony allowed under regulation XXIX, the average colony density of the area shall not exceed the limits as laid down below:

For area upto 100 Hectares : 250 persons/hect.

For larger than 100 hectares : 150 persons/hect.

(XIII) Individual sites to form Part of approved layout :

No permission for erection or re-erection of building on a plot shall be given unless:—

(i) the plot forms a part of an approved colony, or the plot i.e. such for which relaxation has been granted as provided in regulation XVII.

(ii) the plot is accessible through a road laid out and constructed upto the situation of plot the satisfaction of the Director.

(XIV) Site coverage and Height of Building in various uses:

Site coverage and height upto which building may be erected within independent residential and industrial plots shall be according to the provisions contained in Chapter VII of the rules. In the case of other categories, the maximum site coverage and the floor area ratio, subject to architectural control, as may be imposed under Regulation XVIII shall be as under:—

Type of use	Maximum coverage ground floor	Maximum floor area ratio
(i) Group Housing	33-1/3%	50%
(ii) Government Offices	25% (including parking and garages)	150%
(iii) Commercial plots within public & semi-public used	50% if air conditioning is not done 75% if air conditioning done	150%

Type of issue	Maximum coverage ground floor	Maximum floor area ratio
(iv) Commercial plots within neighbourhood shopping centre	50%	125%
(v) Warehousing	75%	150%

XV. Building lines in front, side and Rear :

(1) Building lines in front side and rear of every building shall conform to the building lines shown on the zoning plan of the sector or the colony.

(2) In case no zoning has been prepared the building lines shall be governed by the rules.

XVI. Architectural Control :

Every building shall conform to architectural control where ever, and if any, specified in the architectural control sheets accompanying the sector plan or the layout plan or the zoning plan of the approved colony as prepared under rule 50.

XVII. Relaxation of land use within the Agricultural Zone :

In the case of any land lying in agricultural zone government may relax the provision of this development plan.—

(a) For use and development of the land into a residential or industrial colony, provided the coloniser had purchased the land for the said use and development prior to the material date and the coloniser secures permission for this purpose as per rules ;

(b) For use of land as an individual site (as distinct from an industrial colony) provided that :—

(i) the land was purchased prior to the material date.

(ii) the Government is satisfied that the need of the industry is such that it cannot await alternative allotment in the proper zone.

(iii) the owner of the land undertakes to pay the Director as determined by him proportionate charge towards the development of this land as and when called upon by the Director in this behalf and during the interim period makes satisfactory arrangements for the discharge of effluent.

Explanation—The work 'purchase' in this regulation shall mean acquisition of full proprietary rights and not lesser title such as an agreement to purchase etc.

XVIII. Provision of Farm Housing outside Abadi Deh in Agricultural Zone :

A farm house in agricultural zone outside abadi deh of village may be allowed subject to the following conditions :—

(i) No farm house shall be permitted within 1 Km. of the urbanisable limits of any urban settlement as determined in the Development Plan.

(ii) Farm house shall be permitted on the farms having not less than 2 hec. of area.

(iii) The plinth area limit for the farm house shall be as under :—

For land from 2 to 2.4 hect.

.. 150 Sq. mts.

For every addl. 0.4 hect.

.. 15 sq. mts

(with a maximum of 300 sq. Metres)

(iv) It shall be constructed single storied and its height shall not exceed 5 metres.

(v) It shall be atleast 15 metres away from the edge of the agricultural land on the sides provided that if land attached to the farm house abuts a road, the farm house shall be constructed with a minimum set back from the edge of the road as under :—

(a) Where the road is a bye-pass to a schedule road

.. 100 Mts.

(b) Where the road is a schedule road

.. 30 Mts.

(c) Any other road

.. 15 Mts.

XIX. Relaxation of Development Plan :

Government may, in case of hardship of with a view to save structure constructed before the material date, relax any of the provisions of the development plan on principles of equity and justice, on payment of such development charges and on such other conditions as it may deem fit to impose.

APPENDIX—'A'**I. Residential Zone :**

(i) Residences.

(ii) Boarding Houses.

(iii) Social, Community, Religious and Recreational buildings

(iv) Public Utility buildings.

(v) Educational Buildings and all types of school and college where necessary.

(vi) Health institutions.

(vii) Cinema..

(viii) Retail shops and restaurants.

(ix) Local Service Industries.

(x) Petrol Filling Stations.

(xi) Bus stops, Tonga, Taxi, Scooter, Rickshaw Stands.

(xii) Nurseries and green houses.

(xi-i) Any other minor need ancillary to residential use.

As required for the Local need s of major use and at site earmarked for them in the sector plan or in the approved layout plan of the colonies.

II. Commercial Zone :

- (i) Retail trade.
- (ii) Whole sale trade.
- (iii) Warehouses and Storages.
- (iv) Commercial offices and Banks.
- (v) Restaurants, Hotels and transient boarding houses including public assistance institutions providing residential accommodation like Dharamshala, tourist houses, etc.
- (vi) Cinemas and other places of public assembly like theatres, clubs, dramatic clubs etc., run on commercial basis.
- (vii) Professional establishments.
- (viii) Residence on the first and higher floors.
- (ix) Local service Industry.
- (x) Public Utility Buildings.
- (xi) Petrol filling station and Service garages.
- (xii) Loading and Un-Loading yards.
- (xiii) Parking spaces, bus stops, taxi, tonga and rickshaw stands.
- (xiv) Town Parks.
- (xv) Any other use which the Director in public interest may decide.

III. Industrial Zone :

- (i) Light Industry.
- (ii) Medium Industry.
- (iii) Heavy Industry.
- (iv) Service Industry.
- (v) Warehouses and Storages.
- (vi) Public utility, community building and retail shops.
- (vii) Parking, loading and unloading areas.
- (viii) Truck stands, bus stops, taxi tonga and Rickshaw stand.
- (ix) Petrol filling stations and service garages.
- (x) Any other ancillary use permitted by the Director.

At sites earmarked for them in the sector plan or in the approved layout plan of the colonies

IV. Transport and Communication Zone :

- (i) Railway yards, railway station and sidings.
- (ii) Transport nagar, roads and transport depots and parking areas.
- (iii) Dock yards, jetty's, piers.
- (iv) Air ports and Air Stations.
- (v) Telegraph offices, Telephones and telephone exchange.
- (vi) Broadcasting stations.
- (vii) Television station.
- (viii) Agricultural, horticulture and nurseries at approved sites and period.
- (ix) Petrol filling stations and service garages.
- (x) Parking spaces, bus stops/Shelter, taxi, tonga and rickshaw stands.

At sites approved by the Director subject to the provision of section 3 of the said Act.

V. Public Utilities Zone :

- (i) Water supply installations including treatment plants.
- (ii) Drainage and sanitary installations including disposal works.
- (iii) Electric power plants, sub-stations, etc. and staff quarters at approved sites.
- (iv) Gas installation and gas works.

VI. Public and Semi-public uses Zone :

- (i) Government offices, Government Administration centres secretariates and police station.
- (ii) Educational, cultural and religious institutions.
- (iii) Medical and health institutions.
- (iv) Civic, cultural and special institutions like theatres, opera houses etc. of predominantly non-commercial nature.
- (v) Land belonging to defence.
- (vi) Any other use which government in public interest may decide.

VII. Open Spaces :

- (i) Sports grounds, stadium and play grounds.
- (ii) Parks and green belts.
- (iii) Cemeteries, crematories, etc.
- (iv) Any other recreational use with the permission of the Director.

VIII. Agricultural Zone :

- (i) Agricultural horticultural, dairy and poultry farming.
- (ii) Village houses within abadi deh.
- (iii) Farm house outside abadi deh subject to restriction as laid down in zoning regulation XVIII.
- (iv) Expansion of existing village contiguous to abadi deh if undertaken a project approved or sponsored by the Central or State Government.
- (v) Milk chilling station and pasturisation plants.
- (vi) Bus-stand and railway station.
- (vii) Airports with necessary buildings.
- (viii) Wireless stations.
- (ix) Grain godowns/storage spaces at sites approved by the Director.
- (x) Weather station.
- (xi) Land drainage and irrigation, Hydro electric works and tubewell for irrigation.
- (xii) Telephone and electric transmission lines and poles.
- (xiii) Mining and extraction operations including lime and brick kilns, stone quarries and crushing subject to the rules and at approved sites.
- (xiv) Cremation and burial grounds.
- (xv) Petrol filling station and service garages.
- (xvi) Hydro electric/thermal sub-stations.
- (xvii) Any other use which Government may in public interest decide.

As approved by the Director.

A.K. SINHA,

Secretary to Government, Haryana,
Town and Country Planning Department.

KURUKSHETRA**EXISTING LAND-USE PLAN FOR
CONTROLLED AREA "D"****LEGEND**

BOUNDARY OF CONTROLLED AREA

MUNICIPAL LIMITS

RAILWAY LINE/STATION

WATER BODIES

KATCHA RASTA

ROADS

VILLAGES

RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC UTILITIES

PUBLIC & SEMI-PUBLIC USES

AGRICULTURAL (TUBE WELL)

■

100

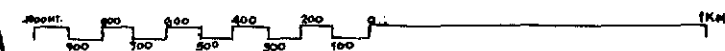
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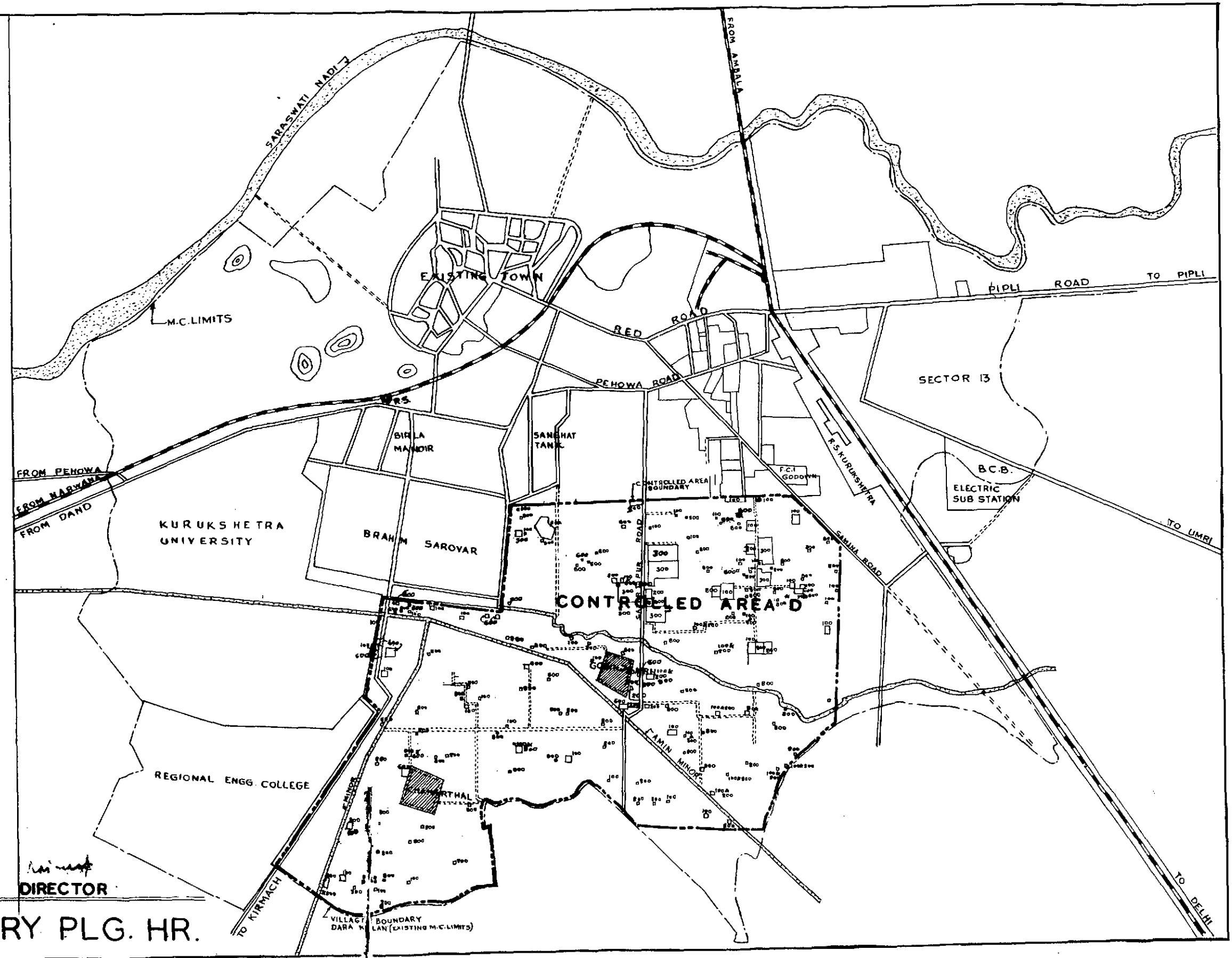
**DRAWING NO D.T.P. (KK) 239/80**

PLANNING ASSISTANT

ASSISTANT TOWN PLANNER

DISTRICT TOWN PLANNER

SENIOR TOWN PLANNER

*S.K. Mahajan**18/11/80**19/11/80**19/11/80***DIRECTOR****DEPTT. OF TOWN & COUNTRY PLG. HR.**

KURUKSHETRA.

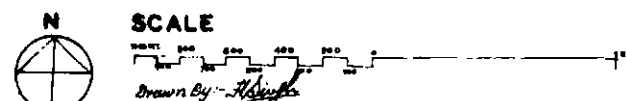
DRAFT DEVELOPMENT PLAN:-2001.
CONTROLLED AREA PART:-A,B,C&D.

LEGEND

- 1 Controlled area Boundary
- 2 Municipal Committee Boundary
- 3 Sector Boundary
- 4 Sector Number
- 5 Sector Density (person/hectare)
- 6 Railway Line
- 7 Roads metalled
- 8 Katcha Roads
- 9 Culverts
- 10 Water bodies (Canal/Tanks/wadi/Nala etc)
- 11 Villages.

LAND USES

- 100 RESIDENTIAL.
- 200 COMMERCIAL.
210 RETAIL TRADE
220 WHOLESALE MARKET
230 WAREHOUSES AND STORES
240 RESTAURANTS, HOTELS AND TRANSIT BOARDING HOUSES INCLUDING PUBLIC ASSISTANCE
250 INSTITUTIONS PROVIDING RESIDENTIAL ACCOMMODATION LIKE DHARMASHALA, TOURIST HOME ETC.
260 CINEMA AND OTHER PLACES OF PUBLIC ASSEMBLY RUN ON COMMERCIAL BASIS.
- 300 INDUSTRIAL.
- 400 TRANSPORT AND COMMUNICATION.
- 500 LIC UTILITIES.
- 600 PUBLIC AND SEMIPUBLIC USES.
- 700 OPEN SPACES.
- 800 AGRICULTURAL LAND.



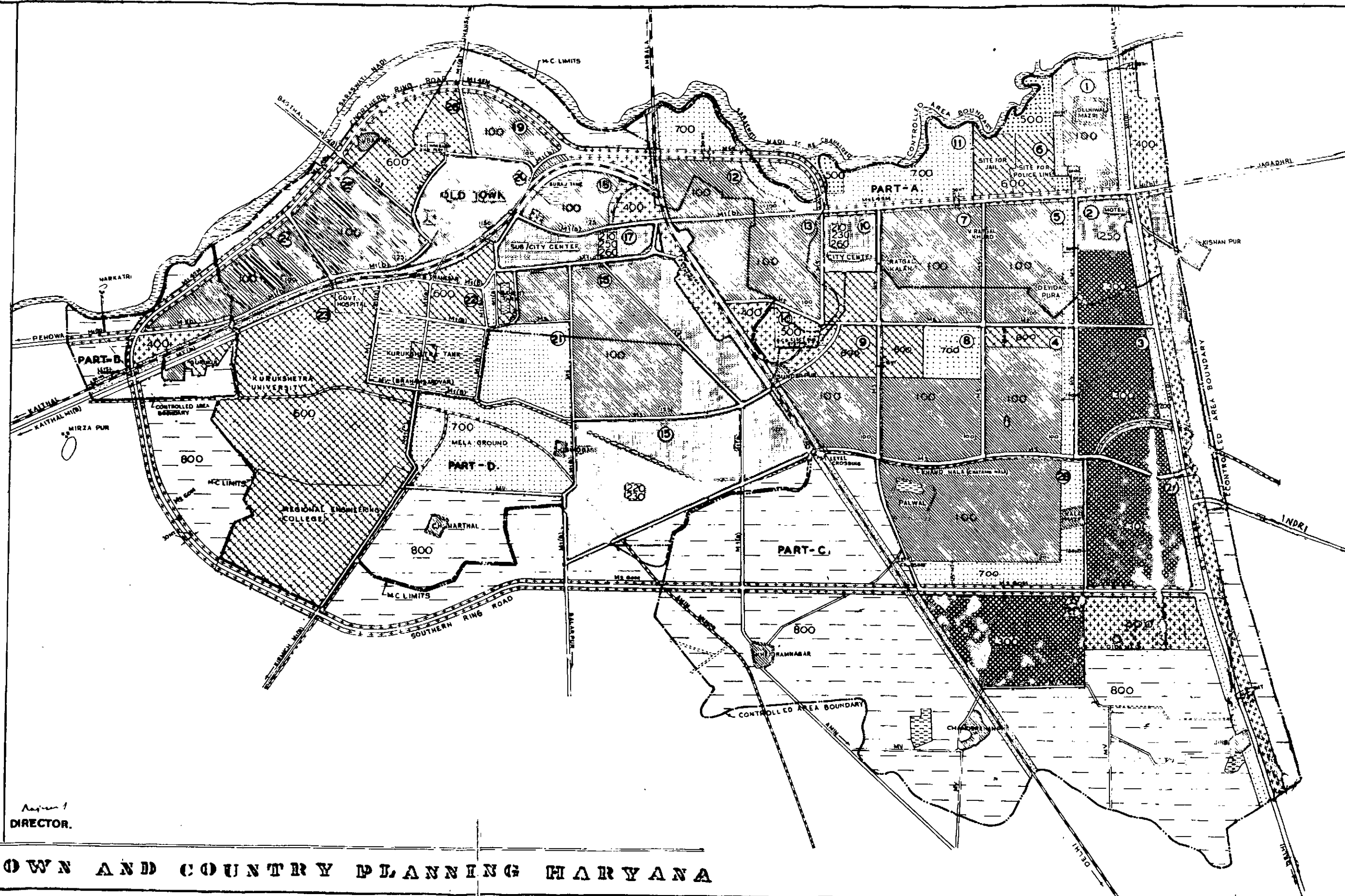
DRAWING NO DTP/KK 253/81

PLANNING ASSISTANT.

ASSISTANT TOWN PLANNER. Ray V. Singh

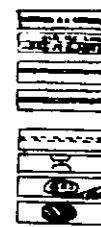
DISTRICT TOWN PLANNER. [Signature]

SENIOR TOWN PLANNER. [Signature]

Region 1
DIRECTOR.

KURUKSHETRA.**EXISTING LAND-USE PLAN
CONTROLLED AREA PART-C.****LEGEND.**

1. Controlled area boundary
2. Municipal Committee Boundary
3. Railway Line
4. Roads metalled
5. Road Katcha
6. Culverts
7. Water bodies. (Canal/Tanks/Well/Hala etc)
8. Villages.

**LAND USES**

100 RESIDENTIAL

200 COMMERCIAL

210 RETAIL TRADE

230 WAREHOUSES AND STORAGE

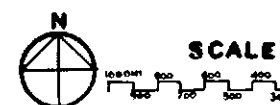
600 PUBLIC & SEMI-PUBLIC USES

620 EDUCATIONAL, CULTURAL AND RELIGIOUS INSTITUTIONS.

650 LAND BELONGING TO DEFENCE.



NOTE:-
FOR EXISTING LAND USE OF CONTROLLED AREA PART-A & B
REFER DRG. NO. D.T.P./N/140/89. (PUBLISHED IN HARYANA GOVT. GAZ.,
DEC. 22, 1970 (PAUSA I 1892 SAKA) PART I)



DRAWING NO. D.T.P. (KK) 212/79
PLANNING ASSISTANT.

ASSISTANT TOWN PLANNER. *[Signature]*

DISTRICT TOWN PLANNER. *[Signature]*

SENIOR TOWN PLANNER. *[Signature]*

[Signature]
DIRECTOR

DEPARTMENT OF TOWN AND COUNTRY PLANNING HARYANA

